

Infrastructure

AVN-1

December 20, 2007

Brian Fellows
Safe Routes to School Program Coordinator
Arizona Department of Transportation
206 South 17th Avenue, mail Drop 310B
Phoenix, Arizona 85007

RE: City of Avondale Safe Routes to School Infrastructure Project 2008

Dear Mr. Fellows,

Thank you for an opportunity to submit the City of Avondale's Safe Routes to School Cycle Two Infrastructure Grant application. Last year Avondale received SRTS funding, which will support a joint education venture with the City of Goodyear. This year, Avondale is taking the next step in making three school crossing locations physically safer by reconstructing them to include pedestrian safety enhancements and to incorporate traffic calming elements. Results from this project will help to improve the safety and comfort levels of students and their parents when walking or riding to and from school.

Please take a few minutes to review our application. We hope that you find it worthy of your funding. If you should have any questions, please feel free to contact Janeen K. Gaskins at 623.333.1025 or via email at jgaskins@avondale.org.

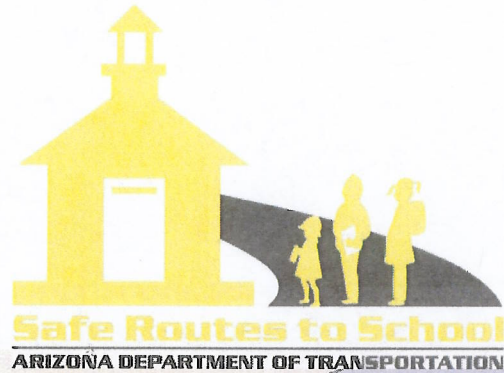
Sincerely yours,
CITY OF AVONDALE

Charlie P. McClendon,
City Manager

Administration

11465 W. Civic Center Drive • Avondale, AZ 85323
Phone: (623) 333-1000 • Fax: (623) 333-0100 • TDD: (623) 333-0010
www.avondale.org

ARIZONA SAFE ROUTES TO SCHOOL PROGRAM



Sponsored by
Arizona Department of Transportation

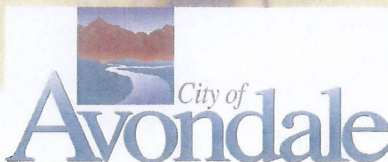
With support from

U.S. Department of Transportation
Federal Highway Administration

Infrastructure Projects

Cycle Two

Due Date: December 21, 2007



**Total program amount available this cycle for
infrastructure projects:**

\$840,000

Individual infrastructure project requests:

Not to exceed \$250,000

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What is the Safe Routes To School Program?

The Safe Routes To School Program was created by the U.S. Congress as part of a federal transportation bill called SAFETEA-LU. The primary reason for developing this nationwide program is this country's growing epidemic of childhood obesity and diabetes. One of the causes of the epidemic is children's inability to get physical activity – biking and walking to school – due to the lack of safe and convenient ways to do so. To this end, Safe Routes was created to accomplish three goals:

- 1) to enable and encourage children, including those with disabilities, to walk and bicycle to school;
- 2) to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- 3) to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution near schools.

The program accomplishes this by providing funds for schools and communities to implement infrastructure projects (such as sidewalk improvements, trails, and 'traffic calming') and non-infrastructure programs (such as education campaigns, law enforcement efforts, and prize giveaways).

Safe Routes To School is a **reimbursement** program -- not a "cash-up-front" program. This means that the selected applicants will be entitled to request reimbursements from ADOT for an amount agreed upon at the time of selection. The applicant first must spend funds that it already has secured – **ADOT will not provide up-front cash.** Any work on the project that was performed prior to the project's selection is not eligible for reimbursement.

There are two main criteria that will determine if your school and your project are eligible for funding under the Safe Routes To School Program:

- Program funding is only for elementary and middle schools;
- Programs and projects must be within a 2-mile radius of the school.

The following application packet provides information on how to apply for funding through the Safe Routes To School Program. Please read the entire packet before beginning your application.

Tribal Applicants

Some tribal programs and projects might fall under the jurisdiction of the Bureau of Indian Affairs (BIA) Indian Reservation Roads (IRR). This is especially important in the case of requests for infrastructure-related project funding (i.e., sidewalks, trails, street crossings, traffic calming, signage, etc.). If you are required to coordinate with this agency, we highly advise you to contact them as soon as possible. Failure to do so could delay or jeopardize your funding if your project is selected.

Matching versus leveraging

No *matching* funds are allowed or permitted through the Safe Routes To School Program. This means that the applicant is not required to pledge (nor can the program accept) any *financial* resources as a mandatory condition of the program. However, *leveraging* is highly encouraged – using in-kind and non-federal financial resources from sources other than the applicant. This is a 100% federal funding program.

Evaluation

All applicants will be required to gather and submit data on student walking and bicycling participation levels over the course of the project/grant period (See Project Evaluation Forms, Student Travel Tally Sheets, and Evaluation Matrix below). If selected, sufficient baseline data must be collected during the first full school-month after the project has been selected to receive SRTS funding. In addition, applicants are strongly encouraged to evaluate one or more of the following:

- Safety benefits (reduced ped/bike-auto crash rates)
- Parent or child behavioral changes (See 'Parent Survey')
- 'Champions,' volunteers, partnerships nurtured (people, groups involved)
- Student health, air quality, congestion, or other potential benefits

Review and Selection Process

ADOT will call for applications on an annual basis, generally during the first half of the school year. All applications will be reviewed to ensure that they are complete and are eligible for funding. Applicants who submit incomplete applications or whose applications are not selected will not be notified. A prioritized list of projects recommended for funding will be compiled by the Safe Routes To School Advisory Committee (see 'Advisory Committee' on web site) and submitted to the State Transportation Board. Pending approval by the Board, the final announcement of selected projects is expected in March.

COG/MPO review verification

All COGs/MPOs are required to complete the following information upon reviewing and ranking this project. Detach this page and return it to ADOT by January 25, 2008, at the address below, along with a comprehensive listing of all ranked projects in your jurisdiction.

Project name: Avondale School Crosswalk Enhancement Projects

COG/MPO name: Maricopa Association Of Governments

Signer name: _____ Title: _____

Signature: _____ Date: _____

Brian Fellows
Safe Routes To School Program Coordinator
Arizona Department of Transportation
206 S. 17th Avenue, Mail Drop 310B
Phoenix, Arizona 85007

Application Checklist:

- ☒ You may design a unique cover page for your application.
- ☒ Attach this checklist to your completed application.
- ☒ If your proposed project is on the Arizona state highway system, you MUST first contact the ADOT District Engineer for your district and the ADOT regional traffic engineer (see contact lists at www.azdot.gov/saferoutes). They will be able to give you an opinion on the eligibility of your project from a traffic/engineering standpoint.
- ☒ Contact your local/city Safe Routes To School Coordinator or other qualified bicycle/pedestrian professional and conduct a 'walk-about' to assess your project (see 'List of Local SRTS Coordinators' at www.azdot.gov/saferoutes).
- ☒ Your project must be within 2.0 miles of at least one target school.
- ☒ Attach to your completed application your school safe routes plan, if available.
- n/a** If the applicant is a non-profit organization, attach 501(c)3 letter or Certificate of Good Standing.
- ☒ Attend a Safe Routes To School training session (optional).
- ☒ Use Microsoft Word or Adobe Acrobat formats, single spacing, and a 12-point font.
- ☒ DO NOT include oversized attachments with the packet or under separate cover. Up to 11"x17" documents can be included only if they are folded into an 8.5"x11" format.
- ☒ Complete the Project Contact Information page.
- ☒ Complete the Application Narrative sections (observe character limits).
- ☒ Complete the Budget/Cost Estimates page.
- ☒ Describe how you will collect the walking/biking data in your target schools.
- ☒ Complete the Project Review and Signatures section.
- ☒ Attach all appropriate supporting documents (maps, photos, and letters of support)–send no more than ten (10) pages of attachments. If you are sending any of these documents under separate cover, observe the same deadline as the body of the application.
- ☒ Include letters of support in your application packet – DO NOT SEND THEM TO ADOT.
- ☒ Mail or deliver sixteen (the original plus 15) copies of the completed application to Brian Fellows, Safe Routes To School Coordinator, Arizona DOT, 206 S. 17th Ave., Mail Drop 310B, Phoenix, AZ 85007. **They must be received by ADOT no later than December 21, 2007 at 5:00p.**
- ☒ Contact your regional Council of Governments or Metropolitan Planning Organization (See attached list of Arizona Councils of Governments and Metropolitan Planning Organizations) to determine the number of copies that they require. **Copies mailed to the COG/MPO must be received by ADOT no later than December 21, 2007 at 5:00p.** If your COG/MPO chooses not to accept/review Safe Routes applications, contact Brian Fellows by phone at (602) 712-8010.
- ☒ **COGs/MPOs please rank all applications and notify ADOT Safe Routes To School Coordinator no later than January 25, 2008.** If you have any other questions, call Brian or e-mail him at bfellows@azdot.gov.

Project/Application Ranking Criteria

SRTS applications will be rated and selected based on the following factors:

Mandatory: All projects must adhere to the Americans With Disabilities Act (ADA) and all other appropriate federal and state laws;

Implementation: Applicants are expected to accomplish projects expeditiously. If not already underway, projects are to commence at the beginning of the next school year.

- Is the school(s) designated as Title I?
- Are there school/district-wide anti-biking/walking policies? Is there a remediation plan?
- Does the application include an adequate description and need?
- How many of the "5 Es" do the solutions utilize? (See www.azdot.gov/saferoutes for definitions.)
- Does the project employ effective SRTS strategies?
- Does the project engage governmental and community/non-profit partners?
- Are Timelines and Milestones realistic?
- Are Cost Estimates realistic?
- Does the project employ creative uses of support from the above partners?
- Did you describe how you will collect walking/biking and other data for your project? Did you complete the Evaluation Plan?
- Is the application signed by the appropriate people?
- Did the applicant or team member attend an ADOT-sponsored program session?
- Are the required attachments included (site maps, letters of support, a program outline, a school walking/biking/route map)?
- Are there additional attachments (educational materials, newspaper clippings)?

Application review: The applicant's Council of Governments (COG) or Metropolitan Planning Organization (MPO) is encouraged to review. It is the applicant's responsibility to mail/deliver the correct number of copies to the appropriate COG/MPO. (See the attached list of Arizona COGs and MPOs.)

Application

Project Contact Information

(Include the main points of contact for this grant application)

Project name: Avondale School Crosswalk Enhancement Projects

Site address: Three Elementary Schools Within Avondale

City: Avondale Zip Code: 85323

Applicant

(Government agency, school/district, non-profit): City of Avondale

[NOTE: the applicant will be the project's *fiscal agent*, sending and receiving all monetary payments.]

Address: 11465 W. Civic Center Drive

City: Avondale, Arizona Zip Code: 85323

Applicant/project/grant contact person: Janeen K. Gaskins

Telephone: 623-333-1025

E-mail address: jgaskins@avondale.org

Government agency partner contact person: Janeen K. Gaskins

Address: 11465 W. Civic Center Drive

City: Avondale, Arizona Zip Code: 85323

Telephone: 623-333-1025

E-mail address: jgaskins@avondale.org

Project Information

Project name: Avondale School Crosswalk Enhancement Projects

Project/school site name and a address: Three Elementary Schools Within Avondale

In what U.S. Congressional District is the target school: 7

Applicant (government agency, school, district, non-profit): City Of Avondale

[NOTE: the applicant will be the *fiscal agent*, sending and receiving all monetary payments.]

[IF YOU ARE A NON-PROFIT, ATTACH YOUR IRS 501(c)3 LETTER AND CERTIFICATE OF GOOD STANDING]

Amount of Safe Routes To School funds requested this cycle: \$219,746.00

Project category (Select all that apply; must have an evaluation component):

- Engineering/infrastructure

- | | | |
|-----------------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------------------|
| <input type="checkbox"/> Trail construction | <input type="checkbox"/> Pick-up/drop-off zone improvements | |
| <input checked="" type="checkbox"/> Crosswalk improvement | <input type="checkbox"/> Traffic signals | <input checked="" type="checkbox"/> Street striping |
| <input type="checkbox"/> On-street bicycle facility | <input checked="" type="checkbox"/> Traffic calming | <input checked="" type="checkbox"/> Sidewalk improvement |
| <input checked="" type="checkbox"/> Street narrowing | <input type="checkbox"/> Traffic diversion | <input checked="" type="checkbox"/> Other (explain below) |

Pedestrian enhancements to increase visibility and safety of school children

- Evaluation

- ☒ Biking and walking surveys (See 'Student Travel Tally Sheet')
 - ☒ Other data collection/tabulation:
 - ☒ Safety benefits
 - ☒ Parent or child behavioral changes (See 'Parent Survey')
 - ☒ 'Champions,' volunteers, partnerships nurtured (people, groups involved)
 - ☒ Student health, air quality, congestion, or other potential benefits
 - ☐ Other:

ADOT Safe Routes To School Program
Infrastructure Application

School profile:

Target school(s):

SCHOOL A	Michael Anderson
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SCHOOL B	Garden Lakes
----------	--------------

SCHOOL C	Rancho Santa Fe
----------	-----------------

[NOTE: if the project includes direct involvement with more schools than space provides, copy this page, complete it for each additional school, and attach it immediately after this page.]

Is this school designated as Title 1: ☒ Yes ☐ No **school A only**

Name other elementary or middle schools within 2.0 miles that are partners with the target school(s) in this project: Eliseo Felix, Lattie Coor

Name other schools within 2.0 miles that are *not* eligible (i.e. high school, pre-K) and/or that are not included in this project/application: 11 Schools (See Vicinity Map)

Grade levels:

SCHOOL A	k-8
----------	-----

SCHOOL B	k-8
----------	-----

SCHOOL C	pk-6
----------	------

 Number enrolled:

SCHOOL A	850
----------	-----

SCHOOL B	1,200
----------	-------

SCHOOL C	1,100
----------	-------

School calendar: ☒ traditional ☐ Year-round (explain) ☒ modified *(explain)

*michael anderson has a reduced summer break and shortened school weeks.

Number of students who live within **1.0 - 2.0** miles from school:

Number of students who live within **½ - 1.0** mile of the school:

Number of students who live within **¼ - ½** mile of the schools:

Number of students who live within **0 - ¼** mile of the schools:

Number of students taking the bus: (incl. school, daycare, city buses):

Estimated number of students currently walking to school:

Estimated number of students currently bicycling to school:

SCHOOL A	SCHOOL B	SCHOOL C
42	60	11
170	720	55
314	216	517
324	204	517
212	300	55
340	300	440
43	120	110

Existing bicycle or pedestrian programs (walking school bus) or street/crossing features (i.e., bike lanes, sidewalks, special crosswalks) (155 character limit): All 3 schools have sidewalks & crosswalks on collector streets. Rancho S.F. and Garden Lakes have bike lanes. Rancho also has monthly Walk 2 School Day.

Does the school or district have policies that prohibit students from biking or walking to school, or that mandate busing? If yes, please explain (200 character limit): No, with the exception that pre-k children at Rancho Santa Fe are required to take the bus.

If yes, please explain any plans to change these policies, including a timeline and deadline for achieving this (225 character limit): N/A

Application Narrative

(Do not change the format or order of questions)

What is the problem your project addresses?: (1,025 character limit)

Michael Anderson, Garden Lakes and Rancho Santa Fe are 3 elementary schools located on busy collector streets in neighborhoods, two on corners of arterial roads. Each school has existing school crossings in need of improvements located in congested areas during drop-off/pick-up times and on roadways that require additional improvements to address excessive traffic volumes, high vehicle speeds, high pedestrian volumes, and need for increased pedestrian visibility for the safety of school children crossing everyday. Last year, the City partnered with each school to conduct a School Traffic Safety Study. The proposed crosswalks projects are one of the recommendations as a result of the Study to increase safety, reduce conflicts, and encourage more parents and students to feel comfortable walking and bicycling to school, thereby increasing the number of walkers. In addition, all the projects provide traffic calming on the adjacent roadway.

Accurately describe your project: (2,050 character limit)

Michael Anderson Raised Crosswalk & Roadway Narrowing: The existing crossing on 3rd Ave south of Western Ave is to be relocated closer to the main school entrance. The School Traffic Safety Study showed the existing crosswalk is too close to an existing STOP and moving it south will increase safe spacing. The raised crossing & road narrowing will increase pedestrian visibility, reduce crossing distance for school children by 22', and reduce speeds on 3rd Ave, doubling as traffic calming. The project will also include sidewalk & drainage improvements. At Michael Anderson, students cross daily between the main campus and special programs at the annex building. 3rd Ave is 48' wide with parking & U-turning problems.

Garden Lakes Raised Crosswalk: A raised school crossing is proposed in front of Garden Lakes school. The drop-off zone currently only allows 11 cars to stack on-site, so the school has coordinated with Westwind High School across the street to share use of a parking lot to allow parents to walk to pick up their children. A raised crossing will be installed to help the safe crossing of parents & students to the high school site. Sidewalk & ramp improvements will be included in the design. This will encourage more parents to be comfortable walking across the street to pick up their child, decrease drop-off demand, heavy congestion on the roadway and unsafe driving behaviors.

Rancho Santa Fe Landscape Median & Pedestrian Channelization: 2 existing school crossings will be combined into 1 at the main school entrance separating pedestrian traffic from vehicles at congested school driveways. The median will direct pedestrians to face vehicle traffic and separate crossing into 2 separate maneuvers so children cross one direction at a time. The raised median increases pedestrian visibility to motorists and narrows roadway width to reduce vehicle speeds and crossing distance from 48' to two 16' widths. It will include fencing, sidewalks connections and safe landing pads.

(See Attachments for maps)

Site safety/crash history (1,025 character limit); describe extraordinary occurrences on streets within 2-mile radius from target school; i.e., crash reports, news stories, concerns, observed/potential conflicts):

The City of Avondale conducted school crosswalk & SRTS Studies at Michael Anderson and Rancho Santa Fe in Spring 2007, and has been working on-going with Garden Lakes since 2005. At Rancho Santa Fe, observations include increased delay & conflicts with pedestrians at the same intersection with high vehicular volume at the existing school driveway. Observations at Michael Anderson include 70% of motorists continually violating the 15 MPH zone and pedestrians not using the designated crosswalk which is located approx. 225-feet south of an existing STOP. Residents of adjoining neighborhoods have made requests for traffic calming to address concerns on 3rd Ave. and Garden Lakes Pkwy. which front Michael Anderson and Garden Lakes schools, respectively. In addition, in the Fall 2007 there were two pedestrian & bicyclist collisions with vehicles on Garden Lakes Parkway involving children on the way to and from school.

(Please see Attachments for additional news stories).

Describe how the five "Es" will be used in your project, or are currently being used in your community (2,025 character limit); see www.azdot.gov/saferoutes for definition of "The 5 Es").

APPLICANTS: Your program or project needs to address the 5 Es even if you are not applying for funding for certain ones. If work on other E's is being done in your community (or already is in place), with or without using SRTS funds, and even though you are not requesting funds for them, include them in your text. The more E's you address, the higher the score you will receive.

Engineering: All three school crossings are physical improvements to the roadway & engineering solutions addressing pedestrian and traffic concerns that will result in providing safe, visible crossings as well as traffic calming features adjacent to each school.

Education: The City of Avondale has an existing education program to teach school children safe pedestrian and bicycling techniques & rules of the road. This existing City program will be used to teach children about the new crossing features at the 3 schools. The City will have safety assemblies, information booths, partner with the schools to hold special events, provide distribution materials, and other in-kind services as needed to schools and districts. The City anticipates holding a major event when construction of the new crossings are complete to kick-off new education and encouragement programs at each school promoting health, safety & to increase the number of pedestrians and bicyclists.

Encouragement: The City has an involved encouragement program that utilizes incentives throughout the process, including free give-a-ways, prizes for contests, and incentives during the evaluation phase of the projects. Encouragement and awareness highlighting the newly constructed projects will be integrated into this existing process.

Evaluation: Quarterly & Annual Evaluation will be conducted for all projects utilizing the Student Travel Tally Sheets and other City survey forms. Additional studies will include before & after counts of volumes, speeds, peds, & crashes to measure congestion, safety and health.

Enforcement: A public awareness & special enforcement campaign will help increase the effectiveness of the new crossing features. City Police Officers will help enforce the 15 MPH school zones, in addition to conducting special enforcement in surrounding school areas & neighborhoods. The traffic calming nature of the features themselves will reduce speeds, and school crossing guards will facilitate crossing children.

Describe how you will collect data walking/biking participation from all schools (1,025 character limit)

The Student Travel Tally Sheet will be distributed to teachers in each of the schools in each of the evaluation quarters to gather baseline data and starting after installation of the infrastructure project. Incentives and prized drawings are used during this process to encourage teachers to return completed forms to the City. Other forms of City surveys include gathering feedback from citizens through annual surveys at special events including the City's Bike Safety Spring Fling and Resident Appreciation Night. In addition, the City may use an art contest as an inventive way to gather feedback from students on how they feel the new crossing features are working, which may be published in a calendar. Studies of technical information will include gathering before & after data on pedestrian volumes, vehicle volumes and speeds, and analyzing historical crash data.

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Evaluation Plan:

This chart is for names and affiliations only – no walking/biking numbers are required. List these in each box. In order to collect this walking/bicycling data we highly recommend that you use the Student Travel Tally Sheet that can be found at http://tpd.azdot.gov/planning/srts_index.php. To add more schools to your chart, photocopy this pages and attach it immediately following.

	Yr 1/Q1 (Dates of 5-day per.)	Yr 1/Q2 (Dates of 5-day per.)	Yr 1/Q3 (Dates of 5-day per.)	Yr 1/Q4 (Dates of 5-day per.)	Yr 2/Q1 (Dates of 5-day per.)
School 1 Michael Anderson Elem.	<u>Evaluator:</u> (name/affiliation)	<u>Evaluator:</u> (name/affiliation)	<u>Evaluator:</u> (name/affiliation)	<u>Evaluator:</u> (name/affiliation)	<u>Evaluator:</u> (name/affiliation)
W/B data collected:					
<input checked="" type="checkbox"/> Entire school	Margaret Boone-Pixley, Avondale	Margaret Boone-Pixley, Avondale	Margaret Boone-Pixley, Avondale	Margaret Boone-Pixley, Avondale	Margaret Boone-Pixley, Avondale
<input type="checkbox"/> Grade level(s) only					
List:					
<input type="checkbox"/> Some classes only					
List:					
School 2 Garden Lakes Elem.	<u>Evaluator:</u> (name/affiliation)	<u>Evaluator:</u> (name/affiliation)	<u>Evaluator:</u> (name/affiliation)	<u>Evaluator:</u> (name/affiliation)	<u>Evaluator:</u> (name/affiliation)
W/B data collected:					
<input checked="" type="checkbox"/> Entire school	Margaret Boone-Pixley, Avondale	Margaret Boone-Pixley, Avondale	Margaret Boone-Pixley, Avondale	Margaret Boone-Pixley, Avondale	Margaret Boone-Pixley, Avondale
<input type="checkbox"/> Grade level(s) only					
List:					
<input type="checkbox"/> Some classes only					
List:					
School 3 Rancho Santa Fe Elem.	<u>Evaluator:</u> (name/affiliation)	<u>Evaluator:</u> (name/affiliation)	<u>Evaluator:</u> (name/affiliation)	<u>Evaluator:</u> (name/affiliation)	<u>Evaluator:</u> (name/affiliation)
W/B data collected:					
<input checked="" type="checkbox"/> Entire school	Margaret Boone-Pixley, Avondale	Margaret Boone-Pixley, Avondale	Margaret Boone-Pixley, Avondale	Margaret Boone-Pixley, Avondale	Margaret Boone-Pixley, Avondale
<input type="checkbox"/> Grade level(s) only					
List:					
<input type="checkbox"/> Some classes only					
List:					
School 4 (name)	<u>Evaluator:</u> (name/affiliation)	<u>Evaluator:</u> (name/affiliation)	<u>Evaluator:</u> (name/affiliation)	<u>Evaluator:</u> (name/affiliation)	<u>Evaluator:</u> (name/affiliation)
W/B data collected:					
<input type="checkbox"/> Entire school					
<input type="checkbox"/> Grade level(s) only					
List:					
<input type="checkbox"/> Some classes only					
List:					

Estimated walking/bicycling trips:

(Applicants will not be scored on the estimates themselves, however, but will be judged on completing this exercise.)

Walking

Estimate the number of students who will *walk* to school in:

Year 1 780 Year 2 975 Year 3 1,023 Year 4 1,074

Biking

Estimate the number of students who will *bike* to school in:

Year 1 126 Year 2 145 Year 3 152 Year 4 160

How did you calculate these numbers? (255 character limit)

Based on avg.# of 1025 students per school. Avg. CMWT of 50% and a CMBT of 13% was used for the calculations. The current #'s represent those walkers and bicyclists reported in the first quarter evaluation conducted for the Cycle 1 SRTS activity.

ADOT Safe Routes To School Program Infrastructure Application

Timeline and Milestones

(Include all pertinent milestones including, but not limited to, event dates, public meetings, design phases, environmental reviews, and construction)

Date (m/d/yyyy)	Milestone (50 character limit)
Month/Day/Year	Project/program selected
6/2/2008	Contract with ADOT
6/2/2008	Project Scoping, Apply for ADOT project #
7/18/2008	Advertise - SOQ/RFP for design consultant
9/19/2008	Consultant Selection
10/20/2008	Council Award Design Contract/Kick-off Meeting
1/9/2009	30% Preliminary Plans, Specs & Cost Estimate
1/30/2009	City & ADOT Staff Review & Comment Resolution Mtg.
3/2/2009	60% Preliminary Plans, Specs & Cost Estimate
3/9/2009	Utility Coordination Meeting & Public Meeting
3/20/2009	City & ADOT Staff Review & Comment Resolution Mtg.
4/24/2009	95% Preliminary Plans, Specs & Cost Estimate
5/8/2009	City & ADOT Staff Review & Comment Resolution Mtg.
5/29/2009	100% Final Plans, Specs & Cost Estimate
6/15/2009	IGA with School Districts
6/16/2009	Utility/Environmental Clearance Complete
7/6/2009	Compile bid package/Advertise
8/10/2009	Bid Opening
9/1/2009	Compile Baseline data & evaluation
9/7/2009	Council Award Construction Contract
10/5/2009	Notice to Proceed
10/6/2009	Public Notification
10/19/2009	Begin Construction
2/19/2010	End Construction
2/22/2010	Begin Education Campaign
2/22/2010	Hold Walking Safety Education Event at each school
3/1/2010	Begin Post-Construction Evaluation
6/30/2010	Final Report
6/30/2010	Project/program completion
	Expend all SRTS funds
	Non-infrastructure projects: 18 months from date of selection; Infrastructure projects: 24 months from date of selection

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Infrastructure Application

Cost Estimates:

School year 2008-2009

IMPORTANT: to view summary totals you must right-click in the grey box and click Update Field. BE SURE TO DO THIS BEFORE PRINTING OUT YOUR APPLICATION!

	<u>SRTS \$</u>	<u>Other \$</u>	<u>Total \$</u>	<u>Summary</u>
Preliminary Engineering				
Environmental	\$15,600.00	\$0.00	\$0.00	\$15,600.00
PS&E	\$13,587.00	\$20,000.00	\$0.00	\$33,587.00
Right of Way				
Engineering	\$0.00	\$0.00	\$0.00	\$ 0.00
Appraisals & acquisitions	\$0.00	\$0.00	\$0.00	\$ 0.00
Utilities	\$0.00	\$0.00	\$0.00	\$ 0.00
Construction				
Construction	\$165,039.00	\$0.00	\$0.00	\$165,039.00
Construction engineering	\$7,520.00	\$0.00	\$0.00	\$7,520.00
Before/after evaluation	\$0.00	\$0.00	\$0.00	\$ 0.00

Maintenance	\$0.00	\$10,000.00	\$0.00	\$10,000.00
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Maintenance is not eligible for Safe Routes To School funding. HOWEVER, please list the value of any maintenance here. Do NOT include this value in 'Total value of project' below.

Contingency (10% maximum)	\$13,000.00	\$0.00	\$0.00	\$13,000.00
----------------------------------	-------------	--------	--------	-------------

Evaluation	In house	\$5,000.00	\$0.00	\$5,000.00
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(e.g., surveys, data collection)

Voluntary Contributions

All voluntary contributions must be documented. Applicants may not donate contributions to themselves. An applicant may not perform project related services or use materials owned by the applicant and consider this a contribution. Services or materials must be donated from a source other than the applicant

\$0.00

Mandatory ADOT review fee

\$5,000.00

The following fields (Total value of project) are calculated fields; position the mouse pointer over \$ 0.00 and right-click, then select Update Field!

Total value of project	\$214,746.00	\$35,000.00	\$5,000.00	*\$254,746.00
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(add all lines except Maintenance)

***Amount of SRTS funds you are requesting (cannot exceed Total value of project)**

Estimated Fund Expenditures

(Estimate how much you will spend on the project in years beyond the SRTS grant period.)

<u>Year</u>	<u>Month</u>	<u>Expenditure</u>	<u>Source (name SRTS or other source)</u>
2008	(Q1) Jul-Sep	\$10,000.00	SRTS & City funds
	(Q2) Oct-Dec	\$10,000.00	SRTS & City funds
2009	(Q3) Jan-Mar	\$25,000.00	SRTS & City funds
	(Q4) Apr-Jun	\$25,000.00	SRTS & City funds
	(Q1) Jul-Sep	\$10,000.00	SRTS & City funds
	(Q2) Oct-Dec	\$20,000.00	SRTS & City funds
2010	(Q3) Jan-Mar	\$150,000.00	SRTS
	(Q4) Apr-Jun	\$4,746.00	SRTS & City funds
	(Q1) Jul-Sep	\$0.00	
	(Q2) Oct-Dec	\$2,500.00	City funds
2011	(Q3) Jan-Mar	\$2,000.00	City funds
	(Q4) Apr-Jun	\$2,000.00	City funds
	(Q1) Jul-Sep	\$0.00	
	(Q2) Oct-Dec	\$2,500.00	City funds

IMPORTANT: to view summary totals you must right-click in the grey box and click Update Field. BE SURE TO DO THIS BEFORE PRINTING OUT YOUR APPLICATION!

Total \$263,746.00

Maintenance and Recurring Costs:

Explain how you will fund maintenance and any other recurring costs beyond the grant period:

Maintenance for the installed features will be included in existing City of Avondale maintenance budgets. Maintenance & evaluation costs will be conducted in-house. Additional costs over the project cost estimate will be funded by the City.

ADOT Safe Routes To School Program
Infrastructure Application

Project Review and Signatures:

[NOTE: ALL SIGNATURES INDICATE AN AGREEMENT IN PRINCIPLE AND A PARTNERSHIP ON THIS PROJECT BETWEEN THE APPLICANT AND THE SIGNING ORGANIZATION. Although not all signatures are required, applications that include more signatures will be ranked higher.]

School/site official (required):

(Principal, assistant principal, teacher-in-charge, P.E. teacher)

Name: RANDY DALLAS Title: Principal, Rancho Santa Fe

Signature: Randy Dallas Date: 12/10/07

School district official (required):

Name: Catherine Stafford Title: Superintendent
Avondale School District #44

Signature: Catherine Stafford Date: 12/10/07

City/county public works or transportation official (required for infrastructure projects):

(Traffic engineer, transportation engineer, transportation planner)

Name: Kelly LaRosa, PE, AICP Title: City Traffic Engineer

Signature: Kelly LaRosa Date: 12/5/07

Law enforcement official (required):

Name: Kevin Kypur Title: Police Chief

Signature: [Signature] Date: 12/10/07

Bicycle/pedestrian professional:

(City/county Safe Routes To School coordinator, traffic safety educator, traffic engineer, city planner, landscape architect. If your community does not have any of the above, then have the leader of the walk-about sign below.)

Name: Kelly LaRosa, PE, AICP Title: City Traffic Engineer
and Safe Routes to School Instructor/Trainer

Signature: Kelly LaRosa Date of walk-about: February 2007

ADOT Safe Routes To School Program
Infrastructure Application

Parent/teacher organization representative:

Name: Lori Wegner Title: Health & Safety Coord. - Barreno Santa Fe
PTSO

Signature: [Signature] Date: 12-19-07

City/county health department official or other local health/wellness professional:

Name: Christina Lyons Title: Comm. Health Liaison, City of Arizdat

Signature: [Signature] Date: 12-19-07

Training

NOTE:

Three (3) extra points will be awarded to applications in which at least one of the contacts from 'Project review and signatures' attends an ADOT-sponsored SRTS program session. See <http://www.azdot.gov/saferoutes> for the meeting schedule.

Three (3) extra points also will be awarded to applications that were awarded funds through ADOT's SRTS Planning Assistance Program.

Who attended: Janeen Gaskins

Location (city) of training/meeting: MAG - Phoenix, Arizona

Date of training/meeting (mm/dd/yyyy): 10/23/2007

Attachments:

Site/aerial maps (required)

Provide a map indicating a 2-mile radius of the school and identifying the existing facilities. Infrastructure project applications should indicate the proposed infrastructure project improvements. Limit map sizes to no larger than 8.5" x 11".

Letters of support (required)

Letters can be written by project partners from the "Project Review and Signatures" section above; other community supporters of the project also may write letters.

Walking/biking/route map (required)

The map should indicate all streets, crossings, and existing bicycle and pedestrian (sidewalks) facilities. The recommended routes should be indicated. A software-based map (CAD, ArcView, etc.) is preferred, but if such software isn't available, a high-quality hand-drawn map will suffice.

Photographs (required; no more than 3)

Images can include existing facilities (or lack thereof) that pose a barrier to students walking or bicycling to school and/or that will be replaced as a result of this project. Previous SRTS-related events can be shown.

Newspaper/media clippings

Highlight coverage of previous events at your school or a neighboring school; Include articles about community concerns relating to school transportation that you are addressing in your application.

Post-Selection Responsibilities

If your project is selected you will be required to do the following:

1. Enter into a written contract with ADOT. **In order for you to receive your funding you must work with ADOT in a timely manner so that this contract is generated and initiated by August 1, 2008.**
2. Attend a program kick-off meeting at ADOT.
3. Submit the evaluation form entitled "Project Evaluation Form – Baseline Data" (see below) within the first school month after your project has been selected.
4. Communicate regularly with the ADOT Safe Routes To School project manager and program coordinator.
5. Complete and mail quarterly reimbursement request forms to ADOT.
6. On a quarterly basis, complete and submit the evaluation form entitled "Project Evaluation Form – Quarterly Data" (see below) that includes the required walking/biking data and summarizes your project's performance for that period. *In order for your quarterly reimbursements to be processed, you must submit your evaluation forms.*
7. At the close of your project, submit with your final Quarterly Reimbursement Request the evaluation form entitled "Project Close-Out Evaluation Report."
8. Use the funds in a timely manner. Grant awards for infrastructure projects will be valid for a twenty-four-month period beginning at the time of the award. If the project is not completed within this time, ADOT has the right to discontinue reimbursements to the applicant, unless the applicant can prove that sufficient progress has been made. ADOT then may then grant the applicant a six-month extension for utilizing the funds.

Project Evaluation Form – BASELINE DATA

Complete this form during the first complete school month *after the project contract has been initiated*. Submit it along with your first quarterly reimbursement request. Use the one-page Student Travel Tally Sheet (See www.azdot.gov/saferoutes) and transfer your results for the five-day period into the following form. Complete one form for each school. The Parent Survey also is advised.

Walking statistics:

Number of students who walked to school during five days of the baseline quarter:

School yr. 2008-2009			
5-day period in	5-day period in:	5-day period in:	5-day period in:
Quarter 1 (Jul-Sep)	Quarter 2 (Oct-Dec)	Quarter 3 (Jan-Mar)	Quarter 4 (Apr-Jun)

Bicycling statistics:

Number of students who bicycled to school during five days of the baseline quarter:

School yr. 2008-2009			
5-day period in	5-day period in:	5-day period in:	5-day period in:
Quarter 1 (Jul-Sep)	Quarter 2 (Oct-Dec)	Quarter 3 (Jan-Mar)	Quarter 4 (Apr-Jun)

Other statistics:

In addition to the above, applicants are strongly encouraged to evaluate one or more of the following:

- Safety benefits (reduced ped/bike-auto crash rates)
- Parent or child behavioral changes (See 'Parent Survey')
- 'Champions,' volunteers, partnerships nurtured (people, groups involved)
- Student health, air quality, congestion, or other potential benefits

For programs/projects that intend to change student behavior or knowledge you must submit corresponding baseline information gathered at the project's inception.

Mail these evaluations along with your *first* quarterly reimbursement request to:

Mary Ann Roder
Administrative Services Officer
Arizona Department of Transportation
206 S. 17th Avenue, Mail Drop 310B
Phoenix, Arizona 85007

If you have any questions, you may contact Brian by phone at (602) 712-8010, or by e-mail at bfellows@azdot.gov.

Project Evaluation Form – QUARTERLY DATA

Complete this form during the first complete school month *after the project contract has been initiated*. Submit it along with your first quarterly reimbursement request. Use the one-page Student Travel Tally Sheet (See www.azdot.gov/saferoutes) and transfer your results for the five-day period into the following form. Complete one form for each school. The Parent Survey also is advised.

Walking statistics:

Number of students who walked to school during five days of the quarter:

School yr. 2008-2009			
5-day period in	5-day period in:	5-day period in:	5-day period in:
Quarter 1 (Jul-Sep)	Quarter 2 (Oct-Dec)	Quarter 3 (Jan-Mar)	Quarter 4 (Apr-Jun)

Bicycling statistics:

Number of students who bicycled to school during five days of the quarter:

School yr. 2008-2009			
5-day period in	5-day period in:	5-day period in:	5-day period in:
Quarter 1 (Jul-Sep)	Quarter 2 (Oct-Dec)	Quarter 3 (Jan-Mar)	Quarter 4 (Apr-Jun)

Other statistics:

In addition to the above, applicants are strongly encouraged to evaluate one or more of the following:

- Safety benefits (reduced ped/bike-auto crash rates)
- Parent or child behavioral changes (See 'Parent Survey')
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Phoenix, Arizona 85007

If you have any questions, you may contact Brian by phone at (602) 712-8010, or by e-mail at bfellows@azdot.gov.

Project Close-Out Evaluation Report

Complete this form during the first complete school month *after the project contract has been initiated*. Submit it along with your first quarterly reimbursement request. Use the one-page Student Travel Tally Sheet (See www.azdot.gov/saferoutes) and transfer your results for the five-day period into the following form. Complete one form for each school. The Parent Survey also is advised.

Walking statistics:

Number of students who walked to school during five days of the final quarter. *Also include all previous quarters:*

School yr. 2008-2009			
5-day period in	5-day period in:	5-day period in:	5-day period in:
Quarter 1 (Jul-Sep)	Quarter 2 (Oct-Dec)	Quarter 3 (Jan-Mar)	Quarter 4 (Apr-Jun)

Bicycling statistics:

Number of students who bicycled to school during five days of the final quarter. *Also include all previous quarters:*

School yr. 2008-2009			
5-day period in	5-day period in:	5-day period in:	5-day period in:
Quarter 1 (Jul-Sep)	Quarter 2 (Oct-Dec)	Quarter 3 (Jan-Mar)	Quarter 4 (Apr-Jun)

Other statistics:

In addition to the above, applicants are strongly encouraged to evaluate one or more of the following:

- Safety benefits (reduced ped/bike-auto crash rates)
- Parent or child behavioral changes (See 'Parent Survey')
- 'Champions,' volunteers, partnerships nurtured (people, groups involved)
- Student health, air quality, congestion, or other potential benefits

For programs/projects that intend to change student behavior or knowledge you must submit corresponding close-out information.

Mail these evaluations along with your final reimbursement request to:

Mary Ann Roder
Administrative Services Officer
Arizona Department of Transportation
206 S. 17th Avenue, Mail Drop 310B
Phoenix, Arizona 85007

Attachments

Vicinity Map with 2-mile radius of existing facilities

Letter of Support from Phoenix Children's Hospital

Letter of Support from Rancho Santa Fe Parent Teacher Association

Letter of Support from Boys & Girls Club of Phoenix

Michael Anderson Elementary School Walking Route Map, aerial map & photos

Garden Lakes Elementary School Walking Route Map, aerial map & photos

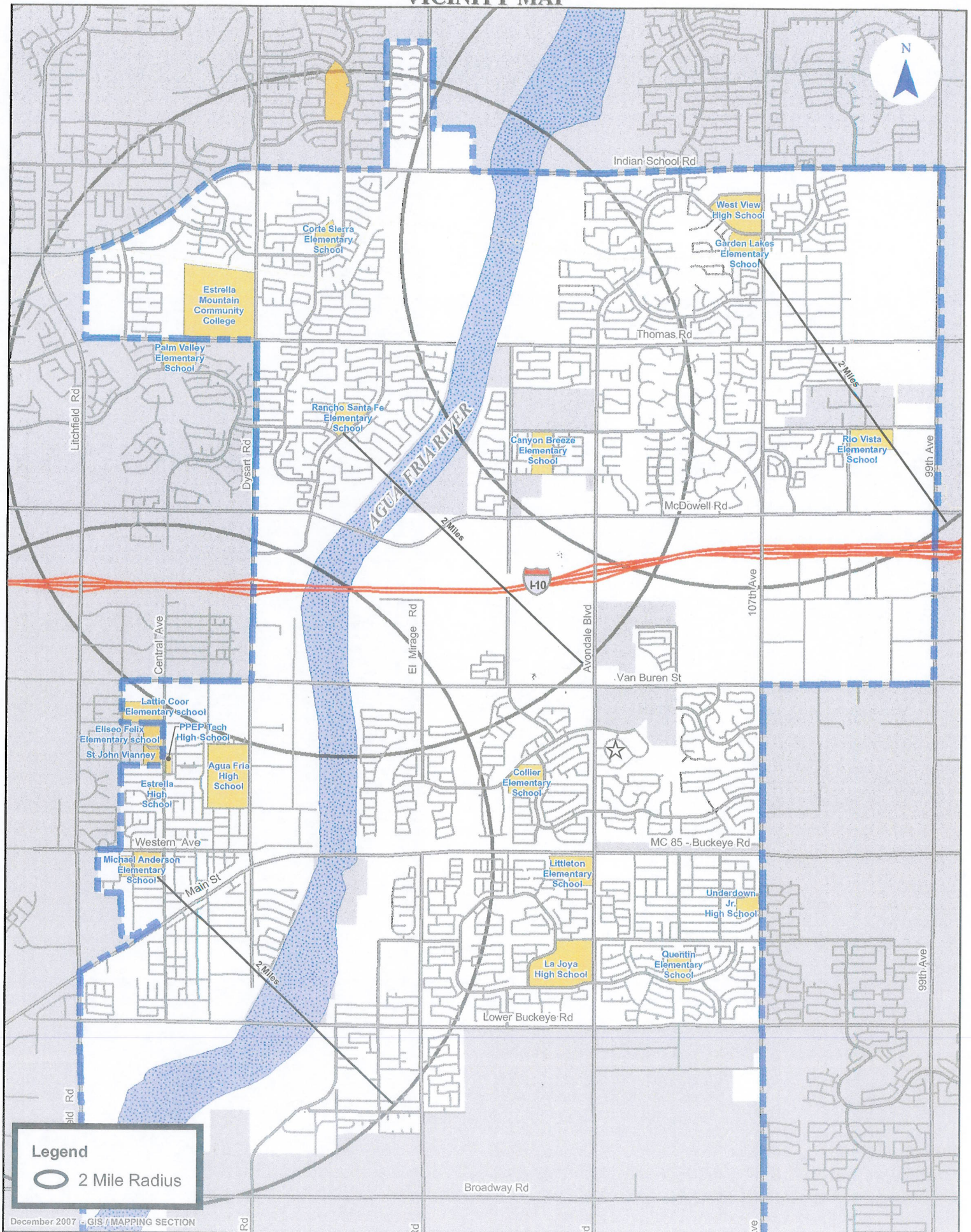
Rancho Santa Fe Elementary School Walking Route Map, aerial map & photos

News Article of Garden Lakes School Congestion & Pedestrian Collision, 8/2007

City of Avondale Proclamation for International Walk to School Month

Additional Newspaper Articles

VICINITY MAP



CITY OF AVONDALE
School Location Map



December 19, 2007

Brian Fellows
Safe Routes to School Program Coordinator
Arizona Department of Transportation
206 S. 17th Avenue, Mail Drop 310B
Phoenix, Arizona 85007

Dear Mr. Fellows:

It is a pleasure to offer Phoenix Children's Hospital's support to the City of Avondale's Safe Routes to School funding request.

Phoenix Children's participates in a walking/ running program in Center Phoenix and in the East Valley. The program is called KIDS ROCK STARS. We are always seeking ways to integrate pedestrian safety and walking times in the school communities. We have begun trying to integrate and support efforts at providing safe routes to schools. Susan Bookspan, the KIDS ROCK STARS COORDINATOR, is very aware of the work that you coordinate state-wide.

We anticipate developing a KIDS ROCK STARS walking/ running program in the West Valley, specifically targeting elementary schools in the Avondale area. So this request for support is timely and meaningful for Phoenix Children's Hospital.

This proposed program will allow the City of Avondale to provide safe routes to school to children in some the City's most congested and dangerous school zones. Additional benefits include raising awareness and concern for the environment, promotion of physical activity, reducing crime for people on foot, and reducing traffic congestion, pollution and speed near schools.

We believe this project will assist in keeping children safe on Avondale's public streets, promote physical activity, and provide a valuable educational opportunity to both children and adults. For these reasons, Phoenix Children's Hospital encourages you to consider approving funds for its implementation and we look forward to working with schools in the Avondale area to get kids walking and being active. The program can only be better when the City is involved in promoting safe routes to schools. Thank you.

Sincerely,

Sally Moffat RN, MSN
Director of Community Outreach Department
Phone: 602-546-3347

December 10, 2007

Brian Fellows
Safe Routes to School Program Coordinator
Arizona Department of Transportation
206 S. 17th Avenue, Mail Drop 310B
Phoenix, Arizona 85007

RE: Safe Routes to School Funding Request

Dear Mr. Fellows:

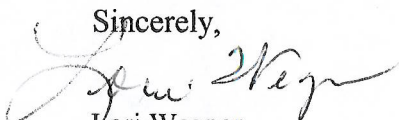
Rancho Santa Fe PTSA is excited to provide this letter of support for the City of Avondale's Safe Routes to School Funding Request.

The proposed Safe Routes to Schools program would take place during the 2008-2009 school year and will assist our parents and students in determining the safest routes to walk and bike to school. In addition, funding will allow the City to conduct safety improvements to those routes, develop fun ways to encourage more children to use those routes, and recruit parents and neighbors to accompany children to school.

We believe that the proposed program will result in an increase in the number of children walking and biking to our school, which will help to relieve morning traffic (which is at an all-time high). Additional benefits we foresee include: improved health status from walking and bicycling to school, raising awareness and concern for the environment, reducing crime for people on foot, and reducing pollution and speed near schools.

Rancho Santa Fe PTSA is pleased to support the City of Avondale's Safe Routes to Schools program and funding application.

Sincerely,



Lori Wegner



December 12, 2007

Mr. Brian Fellows
Safe Routes to School Program Coordinator
Arizona Department of Transportation
206 S. 17th Avenue, Mail Drop 310B
Phoenix, Arizona 85007

RE: Safe Routes to School Funding Request

Dear Mr. Fellows:

As a representative of the Boys & Girls Clubs of Metropolitan Phoenix Tri-City West/Thornwood Branch, I am pleased to provide this letter of support for the City of Avondale's Safe Routes to School Funding Request.

This proposed program will allow the City of Avondale to provide safe routes to school to children in some of the City's most congested and dangerous school zones. Additional benefits include raising awareness and concern for the environment, promotion of physical activity, reducing crime for people on foot, and reducing traffic congestion, pollution and speed near schools.

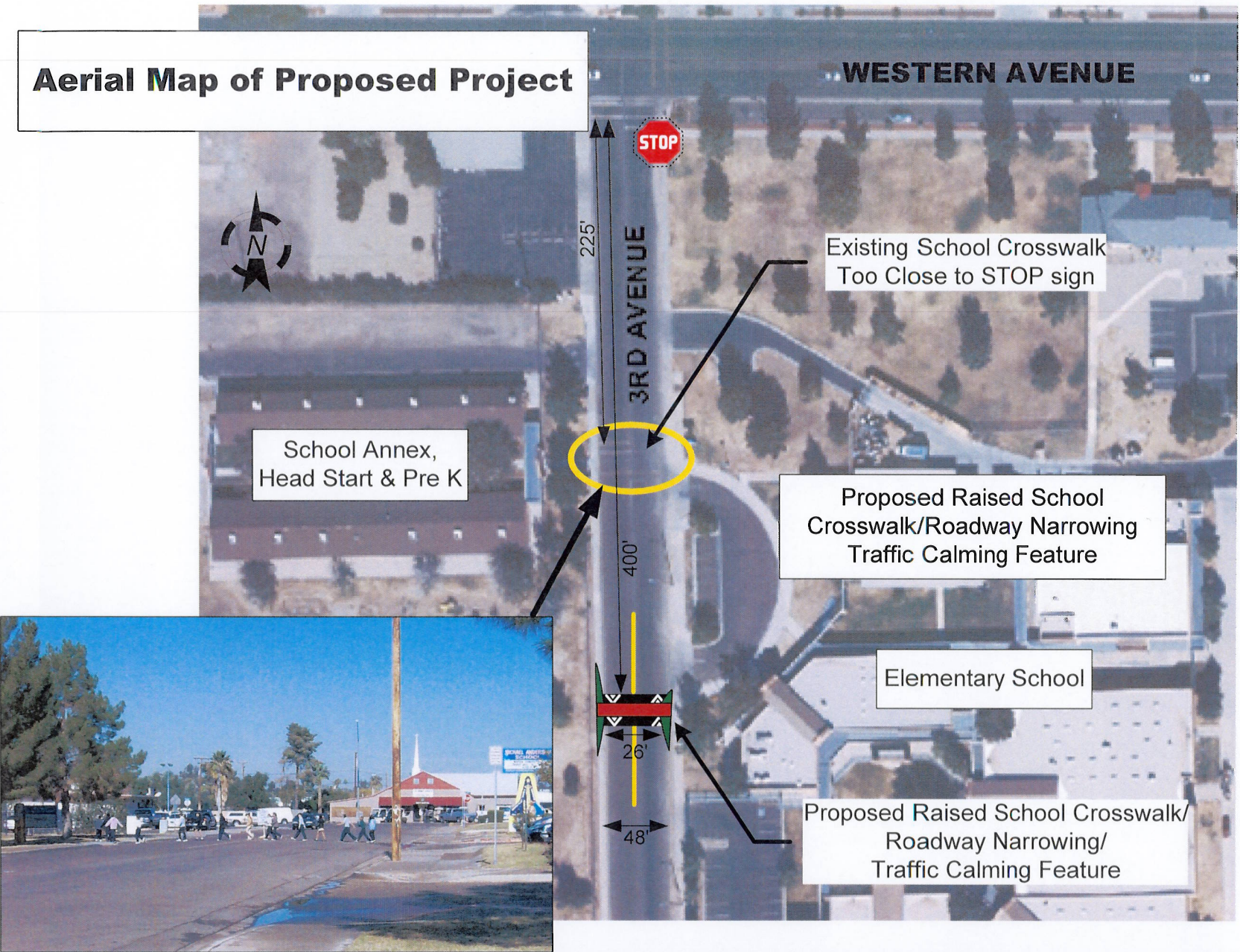
We believe this project will assist in keeping our children safe on public streets, promote physical activity, and provide a valuable educational opportunity to the public. For these reasons, the Tri-City West Branch strongly encourages you to consider approving funds for its implementation. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Gerald Szostak".

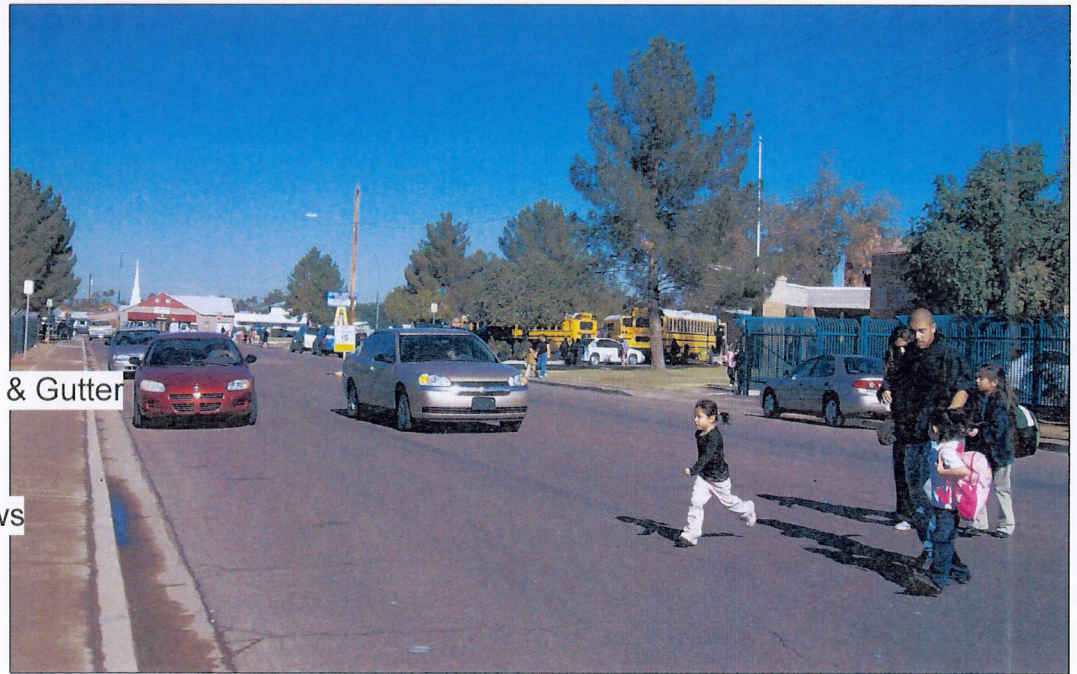
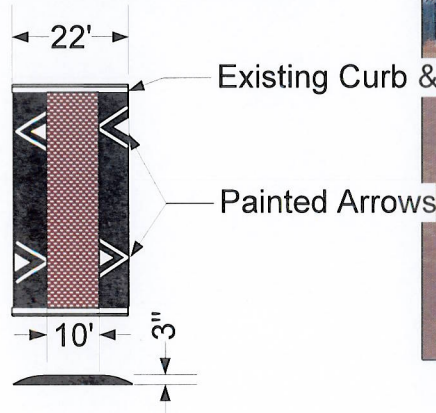
Gerald Szostak
Branch Manager

Aerial Map of Proposed Project



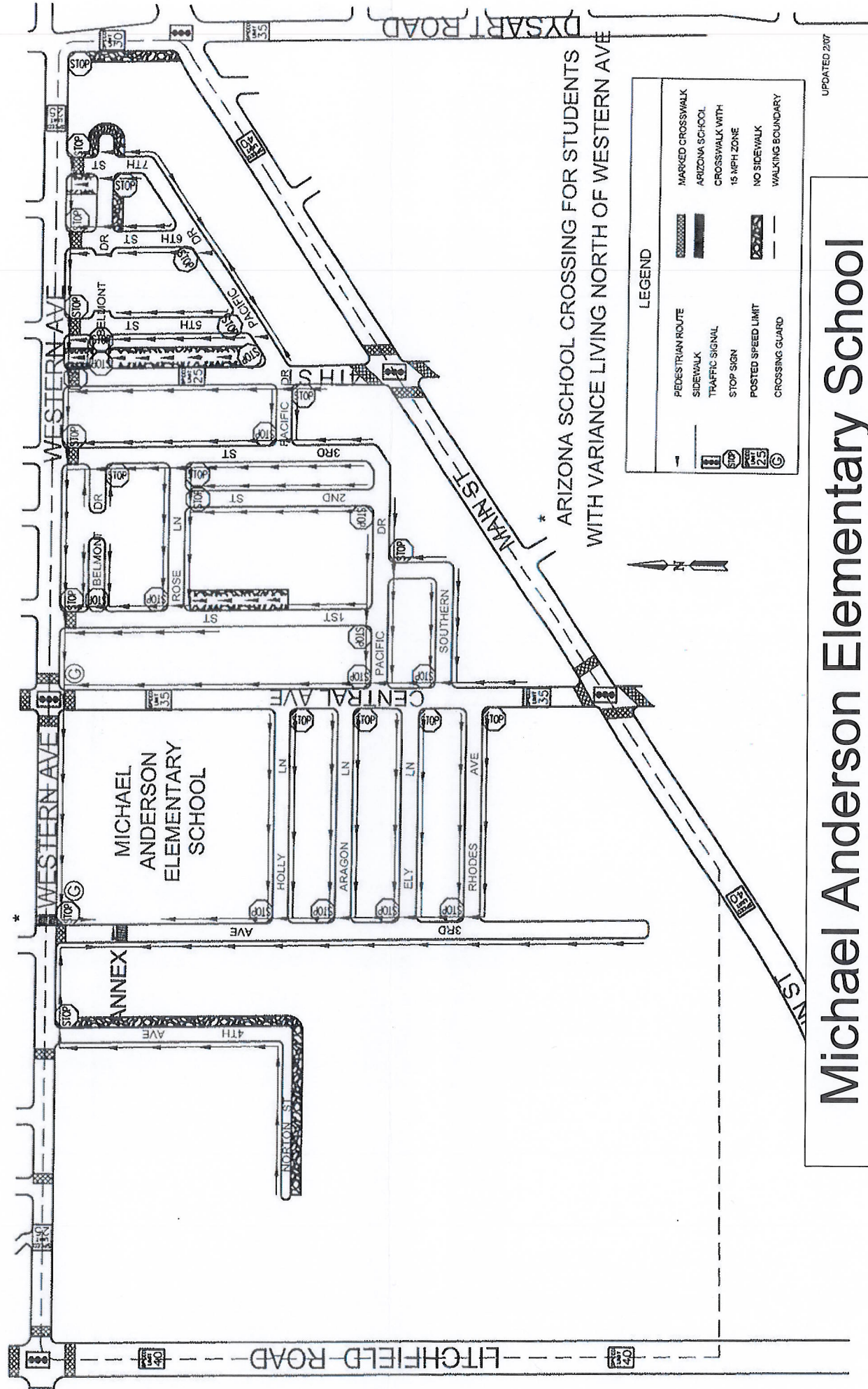
Groups of children cross between the main school campus and the annex building multiple times a day for school programs, art classes, and special education

RAISED CROSSING DETAIL

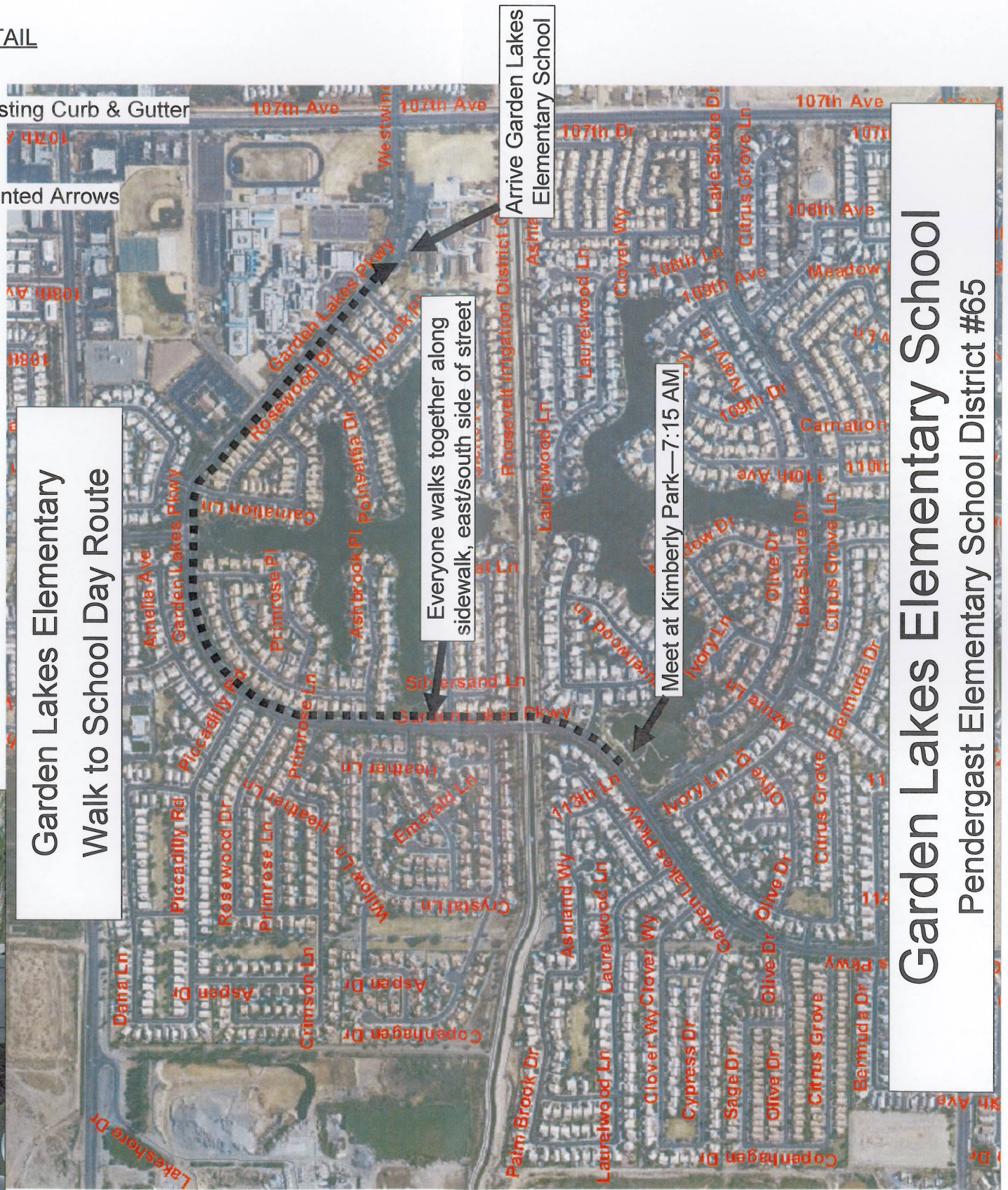
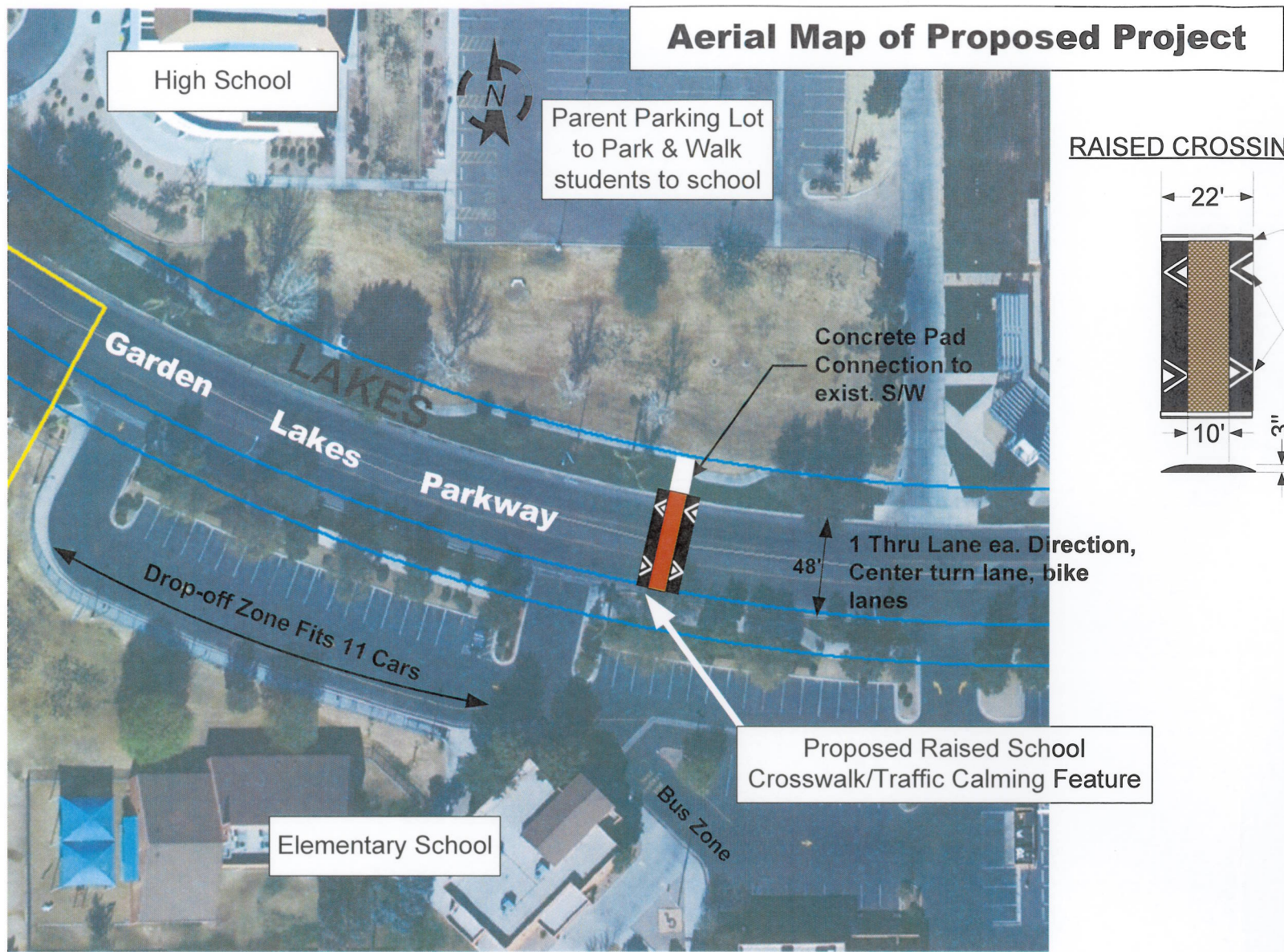


Children and parents dart across busy street on 3rd Avenue outside of the crosswalk

MICHAEL ANDERSON ELEMENTARY SCHOOL SAFE ROUTES TO SCHOOL MAP

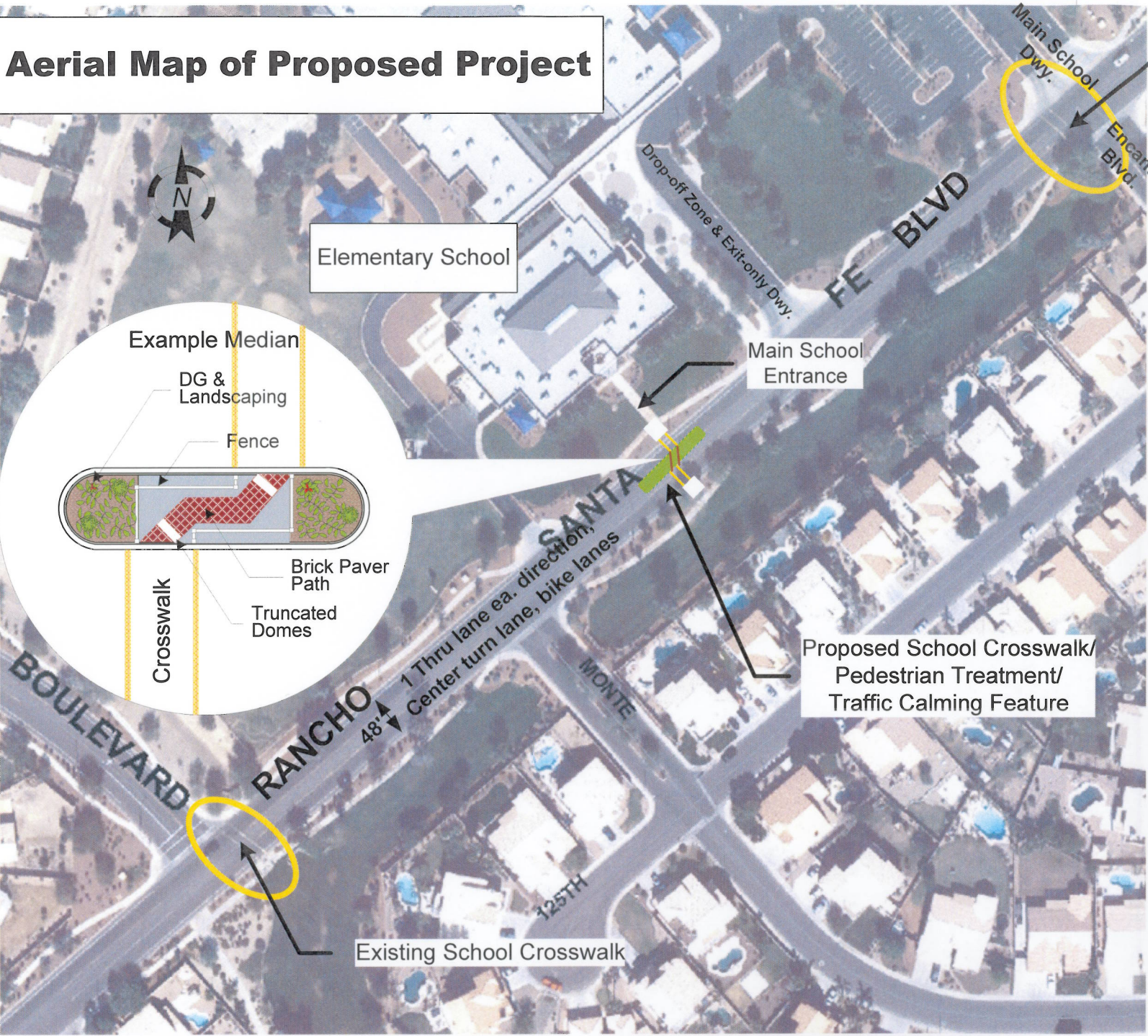


Michael Anderson Elementary School Avondale Elementary School District #44



Photos of Parents walking their children to and from school across Garden Lakes Parkway with heavy traffic

Aerial Map of Proposed Project

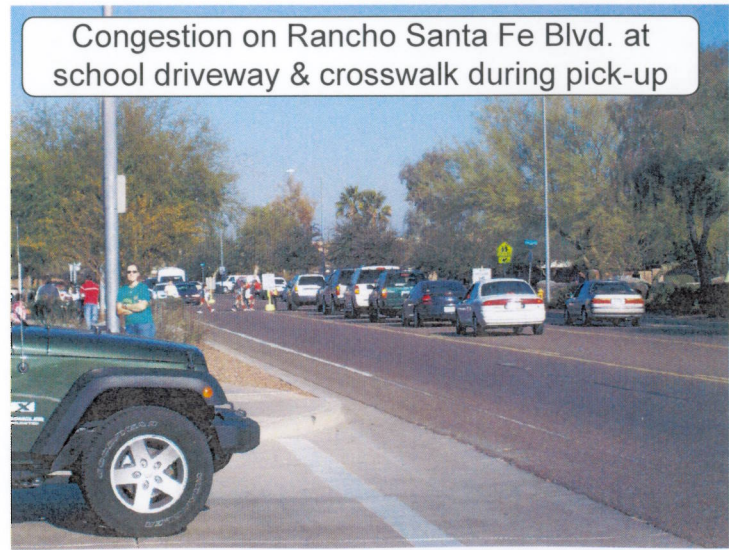


Existing School Crosswalk at heavily congested driveway

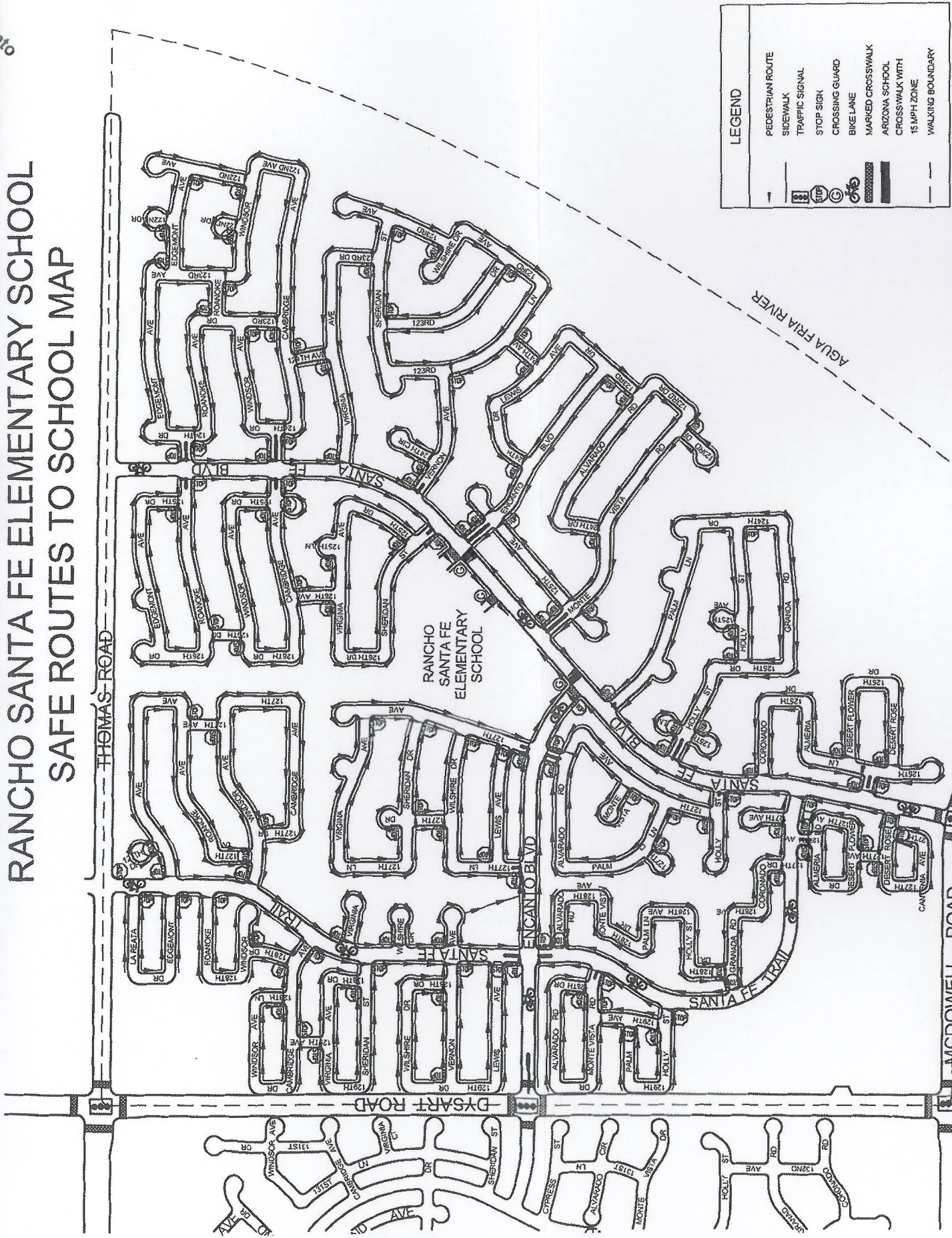
Main School Entrance

Proposed School Crosswalk/
Pedestrian Treatment/
Traffic Calming Feature

Existing School Crosswalk



**RANCHO SANTA FE ELEMENTARY SCHOOL
SAFE ROUTES TO SCHOOL MAP**



Rancho Santa Fe Elementary School

Litchfield Elementary School District #79

UPDATED 2007

Traffic near school a parent's nightmare

Frank Morris
staff writer

If you think traffic is a mess on Interstate 10 through the West Valley, wait until you see traffic conditions near Garden Lakes Elementary School in Avondale.

Come release time, cars occupied by impatient parents battle for a spot nearest the school's entrance as they try to pick up their children.

People park in areas clearly designated "no parking." Parents leave their vehicles and cause a long line of cars to snake around the campus.

Two rows of cars attempt to share a single lane, with some cars stalled in the bicycle lane.

Cars zoom by at speeds well in excess of the designated speed limit, and no school-zone signs are posted anywhere near the school.

"It's nuts. It's an accident waiting to happen," said Kathy Johnson, a parent with a 13-year-old son who attends the school at 10825 W. Garden Lakes Parkway in the Pendergast Elementary School District.

But at least one accident has already happened. On Aug. 15, during the first week of the new school year, Johnson's son was struck by a vehicle while riding his bicycle home after school.

He was crossing an intersection in the subdivision marked by stop signs when a vehicle hit him, Johnson said. Luckily, he sustained no injuries other than a few bumps and bruises. His bicycle, however, was damaged.

Traffic dilemmas, near-collisions and close-calls such as the one involving her son are everyday occurrences near the campus, Johnson said. Now she's working with city and school officials to do something about it.

Fixing the problem

At last week's council meeting, Johnson expressed her concerns to Avondale city officials.

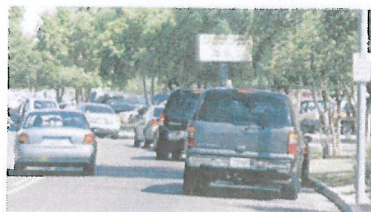
"The traffic conditions along Garden Lakes Parkway during drop-off and pick-up times are dangerous to both pedestrians and drivers," she said. "Drivers routinely ignore speed limits, traffic signs and traffic laws. I'm here to ask the city to please start enforcing [them]."

Since her request, the city has already displayed tremendous willingness in cooperating and finding a solution to the school-related traffic troubles, Johnson said.

Each year, the Avondale Police Department implements a back-to-school traffic enforcement plan, "but because of this request, we have stepped it up," Avondale Police Chief Kevin Kotsur said.

The police motor unit patrols Avondale schools regularly, "but we've picked up the pace for our enforcement," he said. "We've already written a number of citations."

The Avondale speed van has also been out to the campus to monitor traffic in the area, he said.



CARS LINE Garden Lakes Parkway in front of Garden Lakes Elementary School, even though the street is clearly marked as a "No Stopping, Standing or Parking" zone.

The city is establishing an in-house committee comprising the police and traffic engineering departments to review the issues and discuss solutions pertaining to traffic in the area.

"Sometimes a number of physical things can be done, but traffic engineers will take a look at that," City Manager Charlie McClendon said.

The traffic problems at Garden Lakes Elementary School are compounded by the fact that Westview High School is located directly across the street, said Sgt. Memo Espinoza of the Avondale Police Department.

The city plans on seeking input from the two schools, as well as the public, when developing methods to mitigate vehicular dilemmas in the community, Kotsur said.

"I think that the school district and the city and the high school need to put their heads together and gather all the data that we can and come up with some options," Pendergast Superintendent Ron Richards said. "Right now, I don't know what options are being out there, but I'm open to anything. Certainly what we want to do is make the area as safe as possible for pedestrians, bike riders and for people picking up their children."

Johnson is excited about the level of response she's received from city and district officials, she said.

"This has been a problem that's been going on since the school opened. I want there to be a safe method for my child to walk to and from school. That's why so many parents do not want their children walking to school: They're afraid they're going to get hit," Johnson said. "Make drivers follow the traffic laws, quit parking along the no-parking zones, do something to alleviate all of the people getting out of school. I think if we work together, all of us as a community, we can solve this problem."

Frank Morris can be reached by e-mail at fmorris@westvalleyview.com.

City of Avondale Proclamation

INTERNATIONAL WALK TO SCHOOL MONTH

WHEREAS, hundreds of children could be saved each year if communities take steps to make pedestrian safety a priority; and

WHEREAS, a lack of physical activity plays a leading role in rising rates of obesity, diabetes and other health problems among children and being able to walk or bicycle to school offers an opportunity to build activity into daily routine; and

WHEREAS, driving students to school by private vehicle contributes to traffic congestion and air pollution; and

WHEREAS, an important role for parents and caregivers is to teach children about pedestrian safety and become aware of the difficulties and dangers that children face on their trip to school each day and the health and environmental risks related to physical inactivity and air pollution; and


WHEREAS, community members and leaders should make a plan to make immediate changes to enable children to safely walk and bicycle in our communities and develop a list of suggestions for improvements that can be done over time; and

WHEREAS, children, parents and community leaders around the world are joining together to walk to school and evaluate walking and bicycling conditions in their communities.

NOW, THEREFORE, I, Marie Lopez Rogers, by virtue of the authority vested in me as Mayor of the City of Avondale, Arizona, do hereby proclaim the month of October as International Walk to School Month and encourage everyone to consider the safety and health of children this month and throughout the year.


Mayor

ATTEST:


City Clerk

10/2/2007

Avondale works with schools to improve traffic safety

Frank Morris
staff writer

It's a project designed to develop comprehensive solutions to improve traffic safety at Avondale schools.

This spring, Avondale, in conjunction with Stanley Consultants Inc., conducted studies at four elementary schools - one from each district within Avondale's city limits - to look at school safety traffic issues.

The \$39,000 project followed the Arizona Department of Transportation Traffic Safety for School Areas Guidelines, city officials said.

The four elementary schools looked at were Michael Anderson Elementary in the Avondale Elementary School District; Littleton Elementary School in the Littleton Elementary School District; Rancho Santa Fe Elementary School in the Litchfield Park Elementary School District; and Rio

Rancho Santa Fe

At Rancho Santa Fe Elementary School, at Rancho Santa Fe Boulevard, north of Encanto Boulevard, "study operations show most traffic operations on the school site are operating very efficiently," LaRosa said. "School crossing guards were also recognized for proper procedures."

However, it was suggested that the school combine the two existing school crossings into one directly in front of the school, she said. Currently, the existing school crossings are at the northern-most school driveway, and the other is at the west leg of Encanto Boulevard, south of the school.

By creating a school crossing in front of the school's main entrance, "this will move the 15-mph school zone to be directly adjacent to the school, and remove the congestion that the school crossing is creating at the northern driveway," LaRosa said.

Such an improvement would also require the addition of ramps for the disabled, a concrete waiting area pad, high visibility pavement markings and a potential median, she said, adding funding for the changes could be a challenge.

"The recommendations are very feasible. They make a lot of sense," said Julianne Lein, elementary School District superintendent. "The question will be: Will the city of Avondale take time, and it's going to take retraining with funding for it?"

11/3/2006

Local schools walk to promote health

by Emily McCann and Frank Morris
staff writers

The morning air was crisp, cool and filled with a buzz of excitement as a crowd gathered at Kimberly Park in Avondale Oct. 27. A couple of dozen people wore shirts, and almost everyone brought their walking shoes.

More than 500 teachers, administrators, parents, pupils - and even a few pets - gathered to take part in the one-mile walk to Garden Lakes Elementary as part of International Walk-to-School Month.

Email this article • Print this article

Michael Anderson

At Michael Anderson School, south of Western Avenue between Central and Third avenues, the consultant conducted a thorough study of the bus and parent loading zones, as well as the school crosswalks at Western and Third avenues.

The parent drop-off/pick-up zone "is actually designed very well. It's staffed and signed very safely. Unfortunately, it's underutilized," LaRosa said. "A lot of parents are picking up [their children] across the street or at the bus loading zone."

The bus loading zone, aside from disruption by parents, operated efficiently and met ADOT standards, she said. "Recommendations to discourage use of the area by parents include upgrading signage and pavement marking, increasing staff presence, increasing parent education and adding a white pedestrian crosswalk to draw more traffic to the crossing."

Additionally, Michael Anderson should increase staff presence to help ensure operations in the area. "Because it's located fairly close to a third crossing, it's to move the crossing farther south to separate itself from the crossing."

By creating a school crossing in front of the school's main entrance, "this will move the 15-mph school zone to be directly adjacent to the school, and remove the congestion that the school crossing is creating at the northern driveway," LaRosa said.

Such an improvement would also require the addition of ramps for the disabled, a concrete waiting area pad, high visibility pavement markings and a potential median, she said, adding funding for the changes could be a challenge.

"The recommendations are very feasible. They make a lot of sense," said Julianne Lein, elementary School District superintendent. "The question will be: Will the city of Avondale take time, and it's going to take retraining with funding for it?"

Email this

Jumping on board

Rancho Santa Fe Elementary took part in a similar event Oct. 25. The school, which has about 700 pupils, had a turnout of about 369 pupils at the walk. It was the first time Rancho Santa Fe has participated in the walk.

"We were hoping in doing the walk to the school, that neighbors would get to know each other. It would take parents out of cars," Rancho Santa Fe Principal Randy Dallas said. "There was a lot of visiting, a lot of waving back and forth."

In fact, the event was such a hit that the school is planning to put together a walk once a month.

8/28/2007

Traffic near school a parent's nightmare

Frank Morris
staff writer

If you think traffic is a mess on Interstate 10 through the West Valley, wait until you see traffic conditions near Garden Lakes Elementary School in Avondale.

Come release time, cars occupied by impatient parents battle for a spot nearest the school's entrance as they try to pick up their children.

People park in areas clearly designated "no parking." Parents leave their vehicles and cause a long line of cars to snake around the campus.

Two rows of cars attempt to share a single lane, with some cars stalled in the bicycle lane.

Cars zoom by at speeds well in excess of the designated speed limit, and no school-zone signs are posted anywhere near the school.

"It's nuts. It's an accident waiting to happen," said Kathy Johnson, a parent with a 13-year-old son who attends the school at 10825 W. Garden Lakes Parkway in the Pendergast Elementary School District.

Traffic dilemmas, near-collisions and close-calls such as the one involving her son are everyday occurrences near the campus, Johnson said. Now she's working with city and school officials to do something about it.

Fixing the problem

At last week's council meeting, Johnson expressed her concerns to Avondale city officials.

"The traffic conditions along Garden Lakes Parkway during drop-off and pick-up times are dangerous to both pedestrians and drivers," she said. "Drivers routinely ignore speed limits, traffic signs and traffic laws. I'm here to ask the city to please start enforcing [them]."

Since her request, the city has already displayed tremendous willingness in cooperating and finding a solution to the school-related traffic troubles, Johnson said.

Each year, the Avondale Police Department implements a back-to-school traffic enforcement plan, "but because of this request, we have stepped it up," Avondale Police Chief Kevin Kotsur said.

The police motors unit patrols Avondale schools regularly, "but we've picked up the pace for our enforcement," he said. "We've already written a number of citations."

The Avondale speed van has also been out to the campus to monitor traffic in the area, he



CARS LINE Garden Lakes Parkway in front of Garden Lakes Elementary School, even though the street is clearly marked as a "No Stopping, Standing or Parking" zone.

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10/2/2007

Walk on Schools plan mass Walk to School events

Rebecca L. Allen
staff writer

More children walking West Valley streets in the morning does not mean the school bus broke down.

In an effort to promote healthier lifestyles, safe walking routes to schools and cut down on traffic congestion, more than 50 Arizona schools have joined thousands of others across the country in celebrating International Walk to School Month.

On the Web

- www.iwalktoschool.org
- www.walktoschool.org
- www.healthavondale.com

For information on local Walk to School Events:

Avondale:

- Quentin Elementary School - 623-478-8000
- Garden Lakes School - 623-772-2520
- Rancho Santa Fe Elementary School - 623-535-8500

Goodyear:

- Palm Valley Elementary School - 623- 535-6423
- Litchfield Park:

- Dreaming Summit Elementary School - 623-547-1200

West Park Elementary School in Buckeye has plans for the entire student body, staff and teachers to walk to school Wednesday. Organizers of the town's first-ever Walk to School event will set up stations throughout the community and extra crossing guards will join teachers and town staff, including police officers and firefighters, in walking children to school and handing out prizes. Afterwards, participants will have a breakfast at the school.

Coordinators hope to implement the event at all schools in Buckeye next year, McNight said. And, not just for one day a year, but to encourage safe walking as part of the federal Safe Routes to School program, she added.

"We want to make it so that everyone can walk and everyone can participate," McNight said. Avondale has participated in the annual event for several years. As part of the city's "Healthy Avondale 2010" campaign, Garden Lakes School hosts a "Walking School Bus," where children meet at a local park and walk to school together. This year's event is Oct. 25 and organizers expect about half of the school's 1,200 pupils to participate.

It's been a great success, we have great participation and the students are excited, they